

Montana and the Sky



Vol. 34, No. 1

MONTANA AERONAUTICS DIVISION

January 1983

1983 Aviation Legislation Prepared

The 1983 legislative session is under way, and the Montana Aeronautics Division has been working with several of the aviation groups around the state on legislation to be presented. Bills scheduled for introduction include:

Increasing funding of the Aeronautics Division for airport development loans and grants. The Montana Aeronautics Division's programs are funded solely from an earmarked revenue account, the income for which comes primarily from the 1¢ per gallon aviation fuel tax. Other incomes such as the sale of maps and directories, pilot and aircraft registrations, interest on loans and loan repayments, and subscriptions to the newsletter also are credited to that account to support the Division. The aviation fuel tax, however, represents nearly 70% of the Division's income.

At the present time the Aeronautics Division budget calls for an expenditure of \$250,500 for FY 83 to be used for low interest loans to communities for airport improvements. In most cases, these loans represent 10% of the cost of each airport project with the federal government granting 90% of the project cost. This represents a very large infusion of federal money into Montana's economy with the resultant jobs for those involved with airport improvements. As a result of decreased revenue and inflation over the years, the ability of the Division to continue

with the airport loan program is in jeopardy. The budget for FY 84 and FY 85 has been reduced from \$241,000 to \$39,000 for each year. An increase in funding is absolutely essential in order to continue the airport grant and loan program.

Although at this time the Division has not seen any final legislative bills, it is understood that there are three increased funding methods being considered:

1) An increase in the aviation fuel tax of 1¢ per gallon with an allowable rebate for large consumers. The money would be placed in a revolving trust account and used solely for airport grants and loans, all loan repayments, including interest, to go back into the same account. This bill is being sponsored by the Governor's Council on Management and supported by the MPA, the MAAA and possibly other aviation groups.

2) A loan appropriation from the general fund in an amount equal to the 10% sponsor's share of the FAA AIP projects. The FAA allocation for Montana for FY's 84 and 85 is \$12,330,765. Therefore, the airport owner(s) must provide \$1,370,085. The money would be loaned to airports through the present Aeronautics Division loan program (10-year, 5% interest) and would have to be repaid to the general fund.

3) The same as No. 2 above except that the money would be in the form of a grant to the eligible airports.

Changing the current June 1 deadline date for the registration of aircraft to March 1. This change is proposed to more nearly coincide with the dates for levying and collection of taxes on aircraft. Since aircraft are taxed as personal property, they are assessed as of January 1 and, therefore, the tax assessments are sent out sometime in January and must be paid within 30 days. A March 1 registration deadline allows aircraft owners at least one more month in which to register their aircraft. This will also allow for smoother functioning of the registration system in the Division office.

Revising the method of aircraft taxation. This bill is being requested by the Montana Aviation Trades Association. This act would impose a license fee in lieu of property tax on aircraft and would provide funding to assure tax collection through enforcement of aircraft registration. It would also provide for a pro-rated license fee for migratory aircraft. The proposed license fee is to be based on 1½% of the average wholesale value shown in national appraisal guides and manuals. Migratory aircraft would be licensed in the same manner but would be entitled to a rebate for those months not operating in the state. It is felt that this system would allow for a more equitable method of taxation and provide for better tracing of aircraft registrations.

(Continued on Page 7)

Administrator's Column

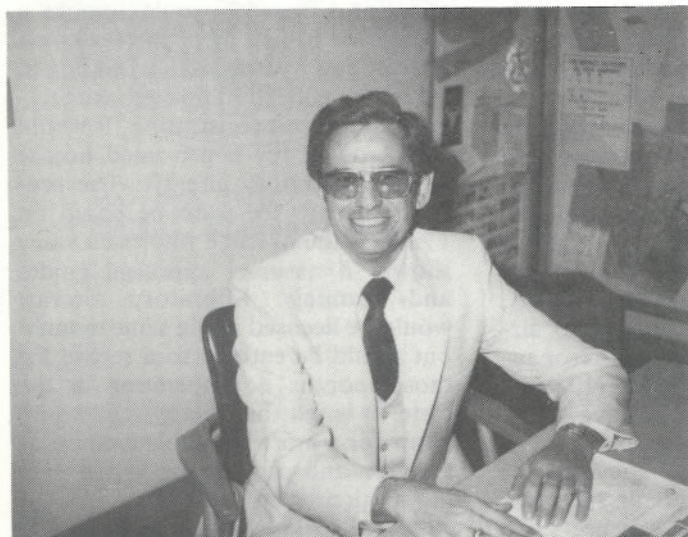
To give you an update on the BPA power line controversy at Boulder Pass, we have decided to abandon attempts to have the 170 ft. towers relocated. To continue litigation would be extremely time consuming and costly, not to mention the strong possibility of losing. We have, therefore, decided to direct our efforts toward assuring that (1) the towers are strobe lighted on a 24-hour basis; (2) the lines between the towers are marked; (3) our airway beacon is removed and returned to Helena undamaged; and (4) the airway beacon land site is restored as required in our lease with the landowner. Although even with these stipulations we remain concerned of the fact that (1) the safety hazard has only been reduced to what may be a minimum level and (2) we have lost a valuable VFR night navigation aid through the mountains, we are presently working closely with the BPA on the proposed routing west in an effort to prevent any recurrences like that on Boulder Pass.

* * *

We have recently received some good news from the FAA's Northwest Mountain Region regarding the FAA engineering field office in Helena. Mr. Bob Brown, manager of the Airports Division, has announced that a recent study of the engineering field office activities has shown a need for a modest staffing increase from the present three persons to four persons. The designation will be changed to an Airports District Office. The study was conducted to indicate whether workload could justify (1) closing the office and consolidating the responsibilities into the headquarters office in Seattle; (2) leaving the Helena office as it presently is; or (3) increasing the staffing of the Helena office. We were obviously somewhat concerned and are pleased with Mr. Brown's decision.

* * *

We are disappointed to learn that Mick Wilson, FAA Accident Prevention Specialist, is transferring back to the Denver area. Mick will be assigned to the Broomfield office at JEFCA airport. For the past two years we have worked very closely with Mick on many safety clinics and other programs. We, as well as the entire Montana aviation community, will certainly miss Mick; and we wish him well in his new job.



Mick Wilson



Montana and the Sky
USPS 359 860
DEPARTMENT OF COMMERCE
Ted Schwinden, Governor
Gary Buchanan, Director

Official Monthly Publication
of the
AERONAUTICS DIVISION
Phone 449-2506
Box 5178
Helena, Montana 59604
Michael D. Ferguson
Administrator

AERONAUTICS BOARD
Herb Sammons, Chairman
Richard O'Brien, Vice Chairman
Maurice Sandmeyer, Secretary
Bruce Vanica, Member
James McLean, Member
Robert N. Miller, Member
C. R. Ugrin, Member

MONTANA AND THE SKY is
published monthly in the interest of
aviation in the State of Montana.
Second-Class postage paid at
Helena, Montana 59604
Subscription \$2.00 per year
Editor: Martha E. Kurtz





Mike Ferguson and Fred Hasskamp of the Montana Aeronautics Division present Mick Wilson with a certificate of appreciation and a wings pin in recognition of his work in aviation safety in Montana.

Patty Mitchell Joins Division Staff



Joining the Montana Aeronautics Division staff on January 10, Patty Mitchell assumes the position of Supervisor, Aviation Safety and Compliance. She will be working with Fred Hasskamp in the Safety and Education Bureau. Patty was raised in Kansas and educated in Texas. She made her first solo in 1974 and since then has earned her commercial license, instrument rating, airline transport pilot license, is a licensed flight instructor for single and multi-engine airplanes, and is also an instrument instructor. Before coming to Aeronautics, she and her husband Robert, who is an A & P and IA, lived in Stevensville where she worked as a flight instructor and did contract flying for the Forest Service in Missoula flying the deHavilland Twin Otter.

Aeronautics Board Members Retire

Two members of the Montana Aeronautics Board have retired as of January 1983 to coincide with the expiration of their terms of appointment. They are Richard O'Brien and Bruce Vanica. The term of a third member, Sig Ugrin from Miles City who was appointed to fill the unexpired term of Pat Patenaude, also expired; and his membership is subject to review and anticipated reappointment.

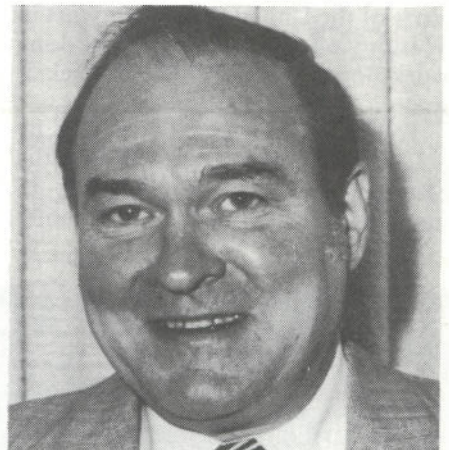
Richard O'Brien was first appointed to the Board by Governor Anderson in June 1971, and during his tenure he served four years as vice chairman and eight years as chairman. He was raised in Conrad and obtained a degree in agricultural engineering from Montana State University in Bozeman. He has had a long-time interest in aviation and worked closely with local authorities in establishing an aviation curriculum for his local high school. He taught aviation ground school through the adult education program. His service to Montana aviation through his membership on the Montana Aeronautics Board was extremely valuable and his wisdom and commitment will be missed.



Richard O'Brien

Bruce Vanica became a member of the Board in July 1973. He graduated from Kent State University with a degree in air transportation in June 1948. He served for eighteen years in operations and sales management for American Airlines in Cleveland, Cincinnati, Dallas, and Chicago and another eighteen years in sales management with Northwest Orient Airlines. He was Montana state manager of Northwest from January 1969 until December 1981. Mr. Vanica now owns and operates Rimrock Travel and Yellowstone Country Fun Tours in Billings. His expertise brought to the Board a wide knowledge and understanding of the airline industry.

Members of the Aeronautics Board are appointed by the Governor from the various facets of the aviation field. Four members are appointed concurrent with the Governor's term of office and three are appointed at the Governor's mid-term.



Bruce Vanica

FLIGHT INSTRUCTOR REFRESHER CLINIC SCHEDULED

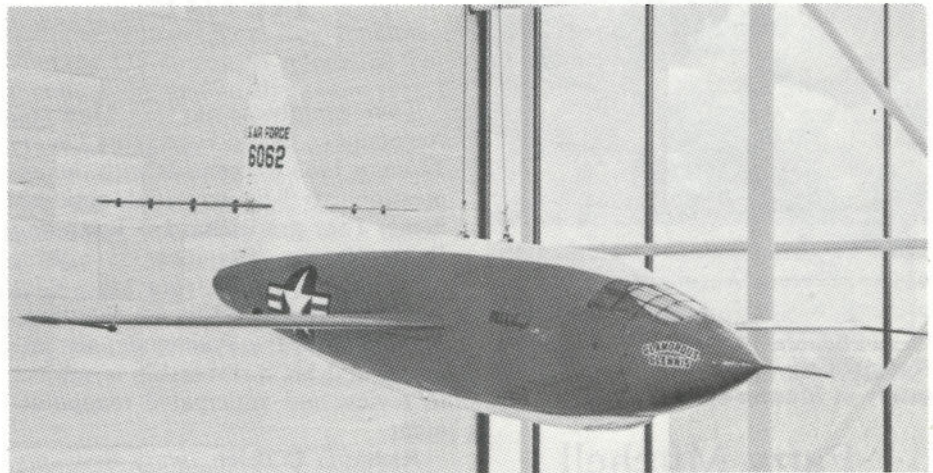
The Montana Aeronautics Division will be sponsoring a flight instructor refresher clinic on March 12, 13, and 14 at the Sheraton Hotel in Billings. The Division has contracted with AOPA to provide the instruction and we will again be awarding thirty stipends for Montana CFI's. Applications will be mailed to Montana registered flight instructors in February.

Everything You Wanted to Know About Aviation and Space . . . And Then Some!

By: Dorothy Curtis & Pat Johnson
(Editor note: Dorothy and Pat attended a week-long training program in July in Washington, D.C., for aerospace educators. This is their report.)

From the Montgolfier balloon to the Space Shuttle in five days — that was the time-capsule aerospace education encountered this summer by two Montana educators. Dorothy Curtis and Pat Johnson, directors of the aerospace education workshops sponsored by the Montana Aeronautics Division in Billings and Helena, were selected by the National Air and Space Museum (NASM) to attend their Regional Resource Person (RRP) training program on July 27-31, 1982. They were two of nineteen educators, representing many parts of the United States, who met in Washington, D.C., for the week-long workshop . . . and what a week it was!

The RRP's assembled at NASM by 8:30 every morning, well before the Museum opened to the general public. This afforded us the opportunity

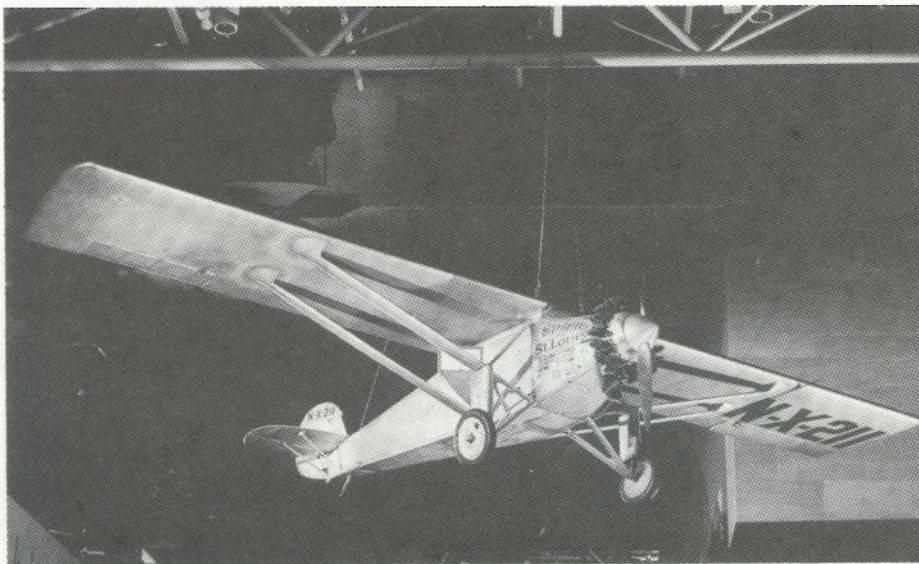


On display in the National Air and Space Museum is the Bell X-1, the first airplane to fly faster than the speed of sound. On October 14, 1947, with Capt. Charles E. Yeager, USAF, in the cockpit, the X-1 was carried by a Boeing B-29 to more than 20,000 ft. above Muroc Dry Lake, Calif., and released. Under the power of its rocket engine, the X-1 penetrated the "sound barrier" and attained a speed of more than 1,000 mph.

to have private lectures within the Museum's galleries: Gary Cline, restoration specialist, talked about restoring the German "Albatross" which hangs in the World War I

gallery; and David DeVorkin, associate curator of Space Science and Exploration, lectured about "Viewing the Heavens" while projecting the heavens on the ceiling in the planetarium. We also saw some extraordinary sights during the Museum's pre-public hours: Skylab being dusted by a man on a "cherry picker" using a floor mop and the surface of the moon, complete with Apollo lunar lander on it, being vacuumed!

The breadth of the aerospace topics and qualifications of the speakers were as variable and impressive as the Air and Space Museum itself. We were welcomed to the Museum on our first day by Walter Boyne, acting director, and given our own personal tour by one of NASM's docent volunteers. A brief sample of some of the week's speakers and topics included: Tom Crouch, Aeronautics Department curator, "Early Flight"; Ron Davies, from London and currently filling the Lindbergh Chair at NASM, "World Airlines, Who Flew What, Where and When"; Scott Crossfield, technical consultant to



The Spirit of St. Louis, the Ryan monoplane in which Charles A. Lindbergh in 1927 made the first nonstop solo flight across the Atlantic from New York to Paris, hangs in the NASM. Flying at an average speed of 122 mph, Lindbergh completed the flight in 33 hours, 30 minutes.

NASM's Science and Technology Committee, "Flight Testing the X-15 and More!"; Farouk El-Baz, vice president of international activities for ITEK, "A Scientist's View of the Planets and Moons"; Curtis Graves, chief of community and education services for NASA, "NASA and Education — Bridging the Education Gap"; and Mary Jo Oliver, education specialist with the FAA, "FAA and Education, A Community Resource."

On Tuesday, July 27, the RRP's were bussed to Silver Spring, Maryland, for a tour of the Paul E. Garber Restoration Facility. All of the aircraft of NASM's collection are preserved and restored here. Our "tour guide" was Bob Mikesh, past NASM director and now curator of the Aircraft and Aeronautics Department. This facility restores four fabric covered planes and four metal-skin planes a year. It is a very special museum in itself and is also open to the public. All of the Museum's collection of planes and space vehicles which are not on display in Washington, D.C., are stored at this facility.

The Regional Resource Program, begun in 1979, is conducted by the Museum's Education Services Division which is headed by Janet Wolfe. The program is designed to be an educational outreach supplement to regional classrooms and communities through the presentations which each RRP will conduct. Upon returning to their communities, each RRP received a package (about 80 pounds) of curriculum materials — slides, books, posters, resource guides — to assist with these presentations; it was better than Christmas! When assimilated, this material will provide a basis for talks on a variety of aerospace topics.

(Both Dorothy and Pat will be available to give free presentations on aviation and space-related subjects to school groups, clubs, and community organizations. If you are interested in scheduling a talk, please contact them: Dorothy Curtis, 909 N. 32nd St., Billings, MT 59101, Phone 252-7858; Patricia Johnson, 914 Leslie Ave., Helena, MT 59601, Phone 443-2240.)

Division Co-Sponsors *"An Invitation to Fly"*

As announced in last month's newsletter, *An Invitation to Fly*, an FAA approved pilot ground school course, premiered on KUED-TV PBS from Salt Lake City on Saturday, January 15, at 7:00 a.m. License fees for local presentation of the program are being paid for by the Montana Aeronautics Division, Utah Aeronautics Division, Utah Pilots Association, Tiger Air Service, Executive Air Service, and Thompson Beechcraft Air Service in Salt Lake City. The FAA Accident Prevention Program provided funds for the mailing of over 20,000 flyers.

The program was developed in consultation with advisors from the FAA, the National Weather Service, Oakland Flight Service Station and the departments of aeronautics at the College of San Mateo, Foothill College and Ohlone College. It utilizes aerial photography, graphics, diagrams, and interviews with aeronautical experts and has been meticulously reviewed by flight and ground school instructors, aeronautical engineers and other industry specialists.

Successful completion of the 15-hour series, using related course-study materials (textbook, workbook and viewers' guide) meets the eligibility requirements to take the FAA Private Pilot Airplane Written Examination.

This course is free to the public. There is no tuition fee. The textbook and study guides can be purchased from local airport flight operators. The entire 15-week series will be repeated three times during 1983.

An Invitation to Fly is presented with three goals in mind: 1) to provide initial pilot training; 2) to provide recurrent and upgraded training; and 3) as an information source for the non-flying public. Some of the topics that will be covered include: how to get started in aviation; how an

airplane works, the flying environment, weather, navigation, medical aspects and emergencies.

The Aeronautics Division feels that people who are currently rated as pilots may enjoy the course as well as those who would like to learn to fly.

For more information contact the local FBO for flight or ground training information or call the Montana Aeronautics Division.

SURVIVAL CLINIC PLANNED

The Montana Aeronautics Division will sponsor a winter survival clinic on February 25, 26, and 27. The course will be taught by Skip Stoffel and Rick LaValla of the Emergency Preparedness Institute in Washington state.

Classroom sessions will be held in Helena on Friday evening, February 25, and Saturday morning, February 26. On Saturday afternoon those participants taking part in the entire course will be transported to a simulated airplane crash site at Lincoln, Montana, for actual practical application of the survival principles learned. This will involve an overnight winter camp-out at the Lincoln airport. The course will be completed before noon on Sunday, February 27. An equipment list will be furnished for those taking part in the camp-out as well as a medical form to help ensure that participants are properly prepared for this exciting but rigorous exercise.

Detailed information concerning the survival clinic will be mailed to Montana FBO's and registered pilots in early February.

Pilot Group Hails FAA Medical Proposal

In a December news release issued by the AOPA, the president of AOPA, John L. Baker, had high praise for the response of the FAA in rulemaking dealing with pilots' ages and extending the duration of third-class medical certificates.

Baker said he hopes comment from the aviation community will be favorable to lengthening duration of certificates, and lead to early adoption of the proposed rule.

The FAA proposal, published December 2, was in response to an AOPA petition requesting extended validity for third-class medical certificates.

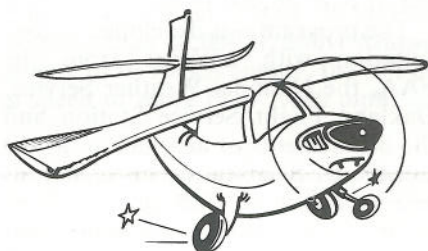
The FAA said the new system, if adopted, could save nearly \$6 million per year to pilots who would not have to obtain physical examinations as frequently as present regulations require.

Persons under 35 would be required to undergo a physical ex-

amination only every five years instead of the present two-year cycle. Pilots between 35 and 55 would be required to be examined every three years. Medical certificates for persons over 55 would continue to be valid for two years, according to the FAA proposal.

Under certain conditions, a third-class certificate would continue to be valid for only two years. Such conditions typically, according to the FAA, might require a waiver even under the current rule.

Comments are due at FAA March 2.



CALENDAR

Feb. 8 - 10 — Aircraft Mechanics Refresher Seminar, Helena.

Feb. 22 - 25 — International Aviation Law Seminar, St. Lucia.

Feb. 25 - 27 — Winter Survival Course, Helena/Lincoln.

March 12 - 13 — MAAA Meeting, Bozeman.

March 12 - 14 — Flight Instructor Refresher Clinic, Billings (AOPA - 3 days — Sat., Sun., Mon.).

June 3 - 5 — MPA Convention, Bozeman.

June 19 - 24 — Flying Physicians Association — Jackson Lake Lodge, Grand Tetons.

July 15 - 17 — Schafer Meadows Fly-In.

July 22 - 24 — Antique Fly-In.

Sept. 23 - 25 — Montana Search Pilot Clinic, Kalispell.

Oct. 1 — Jackpot Air Race.

Oct. 7 - 8 — Flying Farmers Convention, Ramada Inn, Billings.

Study Shows Fewer Airplane Accidents As Pilots Grow Older

Pilot Age and Accidents								
Age	Active Pilots 1978	No. Accidents Expected 1978	No. Accidents Observed 1978	Accidents Per 1000 1978	Active Pilots 1979	No. Accidents Expected 1979	No. Accidents Observed 1979	Accidents Per 1000 1979
16-19	374	3	8	21.4	468	4	7	15.0
20-24	10,839	92	167	15.4	11,839	90	160	13.5
25-29	26,102	220	312	12.0	25,755	196	294	11.4
30-34	45,011	379	414	9.2	44,606	341	359	8.0
35-39	41,742	352	321	7.7	42,520	324	309	7.3
40-44	35,270	297	236	6.7	35,031	267	209	6.0
45-49	28,012	236	214	7.6	29,585	225	191	6.5
50-54	19,660	166	164	8.3	18,803	143	149	8.0
55-59	22,499	190	131	5.8	23,073	176	123	5.3
60+	12,205	103	71	5.8	14,069	107	72	5.1
	241,714	2,038	2,038		245,749	1,873	1,873	

Source: NTSB and FAA Statistical Handbook, Calendar Years 1978-79. Pilots-in-Command having Commercial and Air Transport Certificates, General Aviation Accidents.

Adding provisions for registration of ultralights and ultralight pilots. These requested provisions would be similar to those currently in effect for pilots of standard aircraft. The ultralight industry is growing rapidly along with the numbers of pilots involved. The Aeronautics Division receives a wealth of information concerning ultralights and has been called upon to offer advice to airports concerning ultralight operations. At the present time there is no listing of who the ultralight pilots are and, therefore, information is difficult to disseminate. No standards exist at the present time for training pilots of the aircraft or for needed safety requirements. Passage of this legislation would enable the Division, through communication, to offer valuable education and safety-related materials as well as programs to the ultralight pilots.

Reinstating the Montana Aeronautics Board. According to Montana law, advisory boards are subject to sunset review every six years. This past summer the Montana Aeronautics Board was examined by the office of the Legislative Auditor. At the close of the review, the Audit Committee recommended reinstatement of the Aeronautics Board, and thus legislation will be presented to do that. They did recommend reducing the Board to only an advisory body by taking away their authority to issue industrial revenue bonds and to issue certificates of public convenience and necessity for intrastate air carriers. The Department of Commerce and the MPA, MAMA, MATA, MFF, MAAA, and the 99's have gone on record as supporting the reinstatement of the Aeronautics Board.

Montana and the Sky will attempt to keep you informed of the progress of these pieces of legislation. It is also possible for you to call the legislature toll free at 1-800-332-3408 or, Helena, 449-4853 to find out the status of a given bill.

Russian Satellite Aids In ELT Detection

What does Montana aviation have to do with a Russian satellite? A joint venture between the United States and Russia has proved to be a valuable aid in locating ELT's. An experimental ELT detection package aboard a Russian satellite, the device is used by the Russians as a means of locating ships in distress. Through the cooperative effort, data from the solar-powered satellite are transmitted to Scott Air Force Base in Illinois for interpretation. They, in turn, keep in touch with the Montana Aeronautics Division to report ELT activations.

The satellite presently makes seven passes per day over the United States with an average of six "hits" (ELT signals picked up) per pass. Coordinates provided by the SARSAT for the United States have an accuracy of about nine miles, although accuracy in mountainous areas where reflected signals most often occur is not as great.

In the period between July and October, three ELT incidents were

reported to the Montana Aeronautics Division by SARSAT. Two of these were located within five miles of the coordinates furnished by the satellite. In the third incident the coordinates were considerably off because the signal was coming from a metal hangar in a mountainous region. Even this, however, provided valuable information for the experiment. Between October and December, five ELT activations were reported by the satellite.

Looking to the future, plans are to have ELT detection packages on board four U.S. satellites which will provide better coverage with less time between orbits.

It is of interest to note that approximately 2% of the ELT activations are actually emergencies. It was recently pointed out that in the event of an actual emergency involving the use of an ELT it is important to leave the transmitter on continuously rather than turn it on and off in an attempt to conserve batteries since the satellite(s) orbit day and night.

Mechanics Refresher Seminar Offered

The Montana Aeronautics Division will again sponsor this year's annual aircraft mechanics refresher seminar which will be held in Helena at the Coach House East on February 8, 9, and 10. Applications for the seminar have been mailed to all A & P mechanics, FBO's, and repair stations. Room stipends are to be awarded to the first thirty qualified applicants; however, all Montana aircraft mechanics are invited to attend.

The seminar meets FAR Part 65.93 (4) requirements for IA certificate renewal. Further information may be obtained from the local FBO's or by calling the Montana Aeronautics Division in Helena.

Big Sky Reports A Profit

Big Sky Airlines (Pacific Stock Exchange/BSAP) has reported an October net profit of \$10,599 on total operating revenues of \$640,495. Operating profit for the month was \$46,588. These results compare favorably with statistics for the same month last year in which the company generated a net loss of \$72,787 and an operating loss of \$15,822.

According to Greg Peterson, Big Sky's chief financial officer, "October's results continued a trend of modest profitability for Big Sky's operations, which began during mid-1982." Peterson stated that cumulative results for the most recent four-month period show a net profit of \$37,468 and an operating profit of \$144,795.

CONGRATULATIONS!

FAA Certificates Issued Recently to Pilots

PRIVATE

Larry BaumgartnerGlasgow
James RubieMissoula
Jesse HouseDeer Lodge
Jeannette WhaleyBigfork
Jonathan WagnerKalispell
William PrattMissoula
Timothy WilliamsonGreat Falls
Clifford LofgrenGlendive
Robert FeisthamelGlendive
Marvin GetzForsyth
Marshall GardnerMiles City
David MarshallBillings

COMMERCIAL

Douglas McLellanBelgrade
Ryan SandvigFort Benton

INSTRUMENT

Dixon HitchMalta
Donald MolenBillings

MULTI-ENGINE

G. C. AndersonRed Lodge
Gleason HaralsonSidney

INSTRUCTOR

Linda MarshallBelgrade
(Basic Ground)

Van RobinsonKalispell
(Instrument)

Michael MorrisonHelena
(Instrument)

Thomas WittenBillings
William HelsperMissoula
(Instrument)

WINGS

Phase 1:

Tom RoseStevensville
John GilmanMissoula

Phase 2:

Mike McLaughlinBillings

2,500 copies of this public document were published at an estimated cost of \$.24 per copy, for a total cost of \$598.55, which included \$459.55 for printing and \$139.00 for distribution.

MEMBER

NATIONAL ASSOCIATION OF STATE AVIATION OFFICIALS

PURPOSE—"To foster aviation, as an industry, as a mode of transportation for persons and property and as an arm of the national defense; to join with the Federal Government and other groups in research, development, and advancement of aviation; to develop uniform laws and regulations; and to otherwise encourage cooperation and mutual aid among the several states."



P.O. Box 5178
Helena, Montana 59604

January 1983

Second-Class
Postage Paid at
Helena, MT 59604